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The Indianapolis Teamster

"Serving the Indiana Teamster Movement"

Vol. IX

Indianapolis, Indiana, July, 1950

No. 10

BRITISH TRANSPORT MEN VISIT JOINT COUNCIL 69



This picture, snapped in Antlers Hotel, Indianapolis, at luncheon given June 29 by Teamsters Joint Council 69 to team of British labor, management and government officials, shows:

Standing, left: Leslie G. Taylor, Docks & Inland Waterways executive, London, and Richard L. H. Farmer, managing director, Atlas Express Carriers Co., Ltd., London, representing the Road Haulage Association.

Sitting around table, left to right: George A. Baxter, train manager, National Farmers' Union, London; Wilfred Ingleson, Cadbury, Bros., Ltd., Birmingham, England; Duncan Reid, member of the team; Thomas G. Gibb, Road Haulage executive; George Acton, of Joint Council 69; Richard

F. Aston, motor driver of British Railways; Frank Cousins, Transport and General Workers' Union, London; Arthur C. B. Pickford, railway executive, London, team leader; Emmett J. Williams, Joint Council 69; Albert Evans, general organizer, IBT; O. B. Chambers, Joint Council 69; Thomas W. Condon, Transport and General Workers' Union, London; Edward G. Bowers, motor driver of British Railways; John H. Vine, railway executive, London; Harry Davies, efficiency engineer, Rubery, Owen & Co., Ltd., Darlaston, Staffordshire, England; Charles H. White, railway executive, London, team secretary; Jules Demeter, representing ECA. Standing, right: Frank J. Dowsett, Port of London Authority, and Derek H. F. Joyce, Shell-Mex & B. P., Ltd., London.

INTERNATIONAL GOOD WILL SEEN IN LABOR-MANAGEMENT CONFERENCE ON TRUCKING

A commission of 20 members representing management and labor of all important trucking companies of England, the railways and freight handling industry of that country and British government bureaus, held a scheduled conference June 29 with officers of Teamsters Joint Council 69, headed by O. B. Chambers, president, and Emmett J. Williams, secretary-treasurer.

The conference was held in the offices of Albert Evans, general organizer of the International Brotherhood of Teamsters, 222 East Michigan street, Indianapolis, and in the Antlers Hotel, where the visiting transportation experts were luncheon guests of the Joint Council.

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CAMPBELL NOMINATED FOR SENATE



Indiana Democrats in convention, June 27, unanimously nominated Alex M. Campbell for the United States Senate.

Mr. Campbell, the Fort Wayne lawyer and former U. S. Attorney for the northern district of Indiana, is nationally renowned for his work as Assistant Attorney General of the United States in prosecuting Congressman J. Parnell Thomas, Axis Sally, Tokio Rose, Alger Hiss, Harry Bridges, the 12 New York Communist leaders and other subversives.

Pres. Chambers Thanks All For Check Success

Thanks to officers, business representatives and stewards of all local unions in Indiana for doing their part in the truck-warehouse check of June 18-23, is expressed in a statement given to this publication by O. B. Chambers, president of the Indiana Conference of Teamsters.

To make the check successful and in keeping with the nation-wide program, many of the officials worked far into the night and some all night during the five-day period, he said.

The check showed that most of Indiana's 30,000 organized truck drivers, warehouse workers, mechanics and helpers are paid

(Continued on Page 2)

Road Contract In Booklet Form

The contract with the Indiana Highway Constructors, Inc., has been signed by the Open Road Committee of the Indiana Conference of Teamsters. This contract is being printed in booklet form and sufficient copies will be supplied to all local unions of the Conference involved in the contract.

Vincennes Beer Drivers Raised

VINCENNES—Teamsters Union No. 417, headed by Charles Miller, has signed a new contract with this city's two wholesale beer companies, W. F. Holland and the Vincennes Distributors, Inc., giving the union members substantial pay increases and another week of paid vacation per annum.

LOCALS 543, 298 SIGN ROAD PACT

Teamsters Locals 543 of Lafayette and 298 of Michigan City have signed a joint agreement with the Pierceton (Ind.) Trucking Co., for members engaged in road construction hauling.

The agreement is based upon the new blanket contract signed by the Open Road committee of the Indiana Conference of Teamsters and the Indiana Highway Constructors, Inc. for all road construction work in Indiana outside Lake and Porter counties.

JOE'S BOYS WIN ANOTHER ROADEO



Winners of the all-state truck drivers' Rodeo of 1950 are congratulated by their union boss, Emmett J. Williams of Teamsters Local 135. Left to right: William K. Wright, straight truck driver, who also scored as state champion in 1948; John Waldon, tractor semi-trailer, champion for three years in a row; Mr. Williams and Ivis Chastine, who placed second in the tractor semi class. (Story on Page 4.)

38
385
19
10

Laundry Drivers Bargain For Pay Under New Indiana Commission Plan

The St. Louis plan of labor-management relations in the laundry and cleaning industry in Indianapolis has been abolished and will be replaced by an Indiana commission.

Agreement on the new plan has been reached by Salesdrivers Local 188 of Teamsters, the Laundry Workers International Union and the International Association of Cleaning and Dye House Workers on the one hand and the Indianapolis Cleaners and Launderers' Club.

The new commission will function practically the same as the one appointed to arbitrate disputes when the original plan was adopted in March, 1949, according to C. E. Davis, president of Local 188, representing 331 salesdrivers employed by 42 laundries, dry cleaning plants and supply houses.

The no-strike, no-lock-out clause will continue in effect for the duration of the new plan, which is six years. Further indications that at last peace will prevail in an

industry, too often beset with disputes and litigations, are seen in the fact that the workers have been put through two NLRB elections within a year and in each case have voted overwhelmingly in favor of union representation and union shop conditions.

They wonder now if the morning newspaper is satisfied and will let them alone?

Negotiations are now being conducted between the Salesdrivers and employers looking to an upward revision of pay.

WHOLESALE BAKERY CONTRACT SIGNED

After a long series of negotiations, C. E. Davis, president of Teamsters Local 188, has signed a contract with the wholesale bakeries of the Indianapolis area for 300 union members.

Members include drivers, loaders, mechanics and warehousemen.

The new contract gives the members a substantial hourly pay increase and provides for free loading on trucks.

Heard and Seen at 716

By HARRY HUDSON

Teamsters Union Local 716 has signed a new contract with the Indianapolis Paint & Color Co., granting increased wages and guaranteed work week of 40 hours for all drivers and warehousemen.

The strike of one month conducted by this local at the General Electric Supply Corp. has been settled. By terms of the new agreement our members receive increased wages, union shop security, 20 paid sick leave days a year, five days a year for personal business leave, and fringe issues. The contract, as of May 1, 1950, is retroactive to that date.

Officers of Local 716 wish to thank Brother Harry Calkins and Omer Engle of the committee for their assistance and all members who performed picket duty during the strike. Also we wish to thank Brother Thomas E. Flynn, Assistant to the President, of the International Brotherhood of Teamsters, for his assistance in the situation.

Contracts with wage increases have been signed for all drivers and warehousemen employed by F. H. Langsenkamp Co., Pure Carbonic Ice Co., Farrell-Arget Electric Co., Peerless Electric Supply Co. and Economy Electric Supply Co.

Attention all members working under the Building Contractors' agreement:

Two changes have been negotiated recently pertaining to job site trucks and supervisory employees of the contractor driving pick-up trucks. These changes will be mimeographed and can be obtained at the offices of Local 716 or from the business representative. Each member concerned must have a copy of these changes to act according to them.

Brother William Dewey, steward at Ready Mixed Concrete Corp., who was off work recently with a bad hand injury, has been working for Local 716 as assistant business representative and was captain of the picket line at the General Electric Supply Corp. strike. He will be back to work at Ready Mixed soon. Many thanks, Bill, for your help!

Beware! Letters to Editor May Be Canned Propaganda

Editor and Publisher recently warned newspaper editors to be on the look-out against propaganda items inserted into the public press under "Letters to the Editor."

It pointed out that "letters" appearing in newspapers from coast to coast, containing violently anti-truck statements, had been traced directly to the railroad lobby. Some of our own local papers in Indiana have fallen for this line.

Editor and Publisher advises that editors pay more attention to the source of these "spontaneous" expressions of public opinion. Generally it will be found that those people who sound off against the trucking industry have some connection with the railroads and, indeed, may actually be receiving money to take advantage of the newspapers' supposedly impartial public forums.

TRUCK CHECK BIG SUCCESS SAYS CHAMBERS

(Continued from Page 1)

up and in good standing in the IBT.

President Chambers expressed appreciation to the employers for facilitating the check in barns and warehouses, also to the membership for their cooperation.

The check was conducted with no stoppage whatever of service.

STATISTICS TO AID MEMBERSHIP DRIVE

SEATTLE, Wash.—A statement warmly praising all who helped make an outstanding success of the continent-wide truck and job checking drive June 18-23 was issued by Dave Beck, executive vice-president of the Teamsters International Union.

"The campaign was more successful than our fondest hopes," Beck said. "The results of the widespread efforts of the leaders of local unions and Joint Councils will be felt in better morale and greater fraternity as well as in membership growth. There is an almost unanimous demand for a repeat drive of similar character next year."

Duplicate cards on all members checked will be sent to the statistical office of the International Union in Washington, D. C.

It is believed that the statistical office can work out figures from these cards showing where additional organization work will be required in the International Union's campaign for a million new members.

PEARSON'S, CITY MOVERS SIGN UP WITH LOCAL 193

Teamsters Local Union No. 193 has signed two contracts giving their members affected increased wages and improved working conditions.

One contract, with Pearson's Furniture and Music Stores, Indianapolis, is for two years and affects drivers and helpers on the company's trucks.

The other contract affects 150 drivers, helpers, warehousemen, craters and packers engaged by local household moving concerns. It is for three years, with automatic pay adjustments upward each year.

Mayflower Cites 28 Safe Drivers

The multiple application for no-accident awards of the American Trucking Assns. submitted for Aero Mayflower drivers by R. J. Mangus, safety director, shows that 28 men have established records of safe driving ranging from one to ten years as of June, 1950.

Edward C. Talbert's record is 10 years. Jewel J. Newgent and Rodney T. Baker have completed six years each without accident and Joseph F. Taylor and James C. Bauman five years each. Four-year no-accident drivers are Russell D. Ray and Claude A. Trinkle. Three-year, Eugene Cox and James F. Wright.

Two years: Gordon M. Boder, Charles Bryan, Omar R. Diehl, Burford R. Gilven, Richard P. Hagan, James L. Hankins, Robert F. Mc-

Swede Learns of Teamsters' Heaven —It's K. P. for Dead Executives

By SWEDE CARLBOM

One night in late October I was driving my van over a lonely road on the outskirts of Richmond, Va. I was tired and needed rest so I drove into a wide place alongside a large cemetery and parked. I sat there awhile and gazed into the murky shadows dotted with tombstones under a full moon.

As I sat there wondering how life would be on the other side of the grave, I heard a door open and close at the elaborate mausoleum. Then I was startled to hear a voice outside my van saying: "Let me in, Buddy."

Then my cab door opened by itself and I was dumbfounded to hear: "I hope you do not mind if I come in and rest a bit."

I finally blabbed forth: "But . . . I . . . can't . . . see . . . you!"

"Don't get alarmed," said the voice, "I am just a harmless dead guy back on my first visit to the Earth." And then he told me what's happening on the other side of the grave.

"Well," said the voice, "my name was John Buxbaum and I was a high executive at one of the largest industrial corporations on Earth. I had an automobile accident. Some smart gink put a tourniquet around my neck because a hole in my head bled profusely. I died."

"An emissary of the Great Master Creator tapped me on the shoulder and informed me that I was wanted above and took me by the hand. Happy because I wasn't wanted below, I followed, feeling rested and light."

"Toward morning I saw what looked like a tremendous ball of entwined chromium steel. It turned out to be a world of colossal size and thickly dotted with large cities whose skyscrapers, 10 times taller than the Empire State building, pierced the sky like clusters of bayonets. It was girdled by long, sweeping steel skyways upon which streamlined cars traveled at terrific speed. Rocket planes, large as trains, traveled with roaring swiftness, stopping at times along suspended hangars and stations. It was a roaring and restless advanced world known as the planet Forbus, 500 times larger than Earth and 10,000 years farther ahead in progress."

"I thought it was the right place for me but the emissary said that as yet I was too stupid, that the poorly developed brain I brought along from Earth would not fit in with these highly advanced people."

"On we went to another planet which looked rather bare and dismal with steam blowing skyward. Thousands of people were scrubbing themselves with brooms and brushes, splashing in soapy pools of water. I was told this was the universal cleaning place."

"I was given a week to clean every pore in my body before being taken into the presence of the Great Creator."

"As we descended I noticed thousands of hot springs pouring into huge pools. The mountains were all of solid soap with fields and fields of soap flakes."

"In a week I scrubbed off 12 pounds of dirt although I had bathed daily on Earth."

"After an inspection by an overseer, we took off and were soon nearing the seat of the universal government. As we approached the great planet, it dazzled in splendor like an immense jewel. In descending I beheld a paradise beyond description. Buildings of rare jade with fountains gushing cologne set in gardens and meadows of gorgeous flowers."

"I was led into an enchanted garden. In the background was a huge throne of gold and jade. On it sat the Great Master Creator. His face sparkled like a diamond. Thousands of people stood before Him."

"I was told it wasn't the judgment day; it was the replacement day. When my name was called I was to step forth and tell the truth. Soon my name was called and I stepped forth."

"John Buxbaum," spoke the Great Creator, "on Earth you held a high executive position at a large industrial corporation. You carried an overbearing air of importance and prominence. You looked upon those under you as degrading and inferior. Teamsters, dishwashers and street sweepers you considered far below your level. Daily you caused heart pangs among them. Humbleness and love for fellow man are the two passwords for advancement to one of my better worlds. Those you failed to bring so you must be taught humbleness."

"Do you feel strong? On my planet Onargus, just peopled, they are short of horses. Do you think you could pull a load of new-mown hay? How brilliant are you? Who was the most humble man on Earth, yet the greatest?"

"I guessed Abraham Lincoln and he said I was correct. Then he continued:

"On my planet Paragus there is one of the largest truck stops in the universe. Meals are served there to 500,000 teamsters and truck drivers at one sitting, thrice daily and thrice nightly. There are mountains of dishes to be washed and acres and acres of floors to be swept. There you will be official dishwasher and floor-sweeper for the next 50 years."

"A special request to return to Earth for a cherished watch left behind in my coffin was granted. I've got my watch and here I am, waiting for the emissary to take me back."

(I thought the Great Creator gave him a tough deal and him an executive. What will He do to our poor Teamsters?)

"Oh, I was lucky not to be made into a horse," said the voice, "and as far as you guys are concerned, Teamsters and truckdrivers are His favorites because they humble themselves constantly by asking Him to bring them safely over icy and dangerous roads. They are well taken care of."

"They drive golden chariots drawn by silvery horses. They get a thousand bucks a week and free board and room at a gigantic, elaborate truck-stop built of jade and rosewood with platinum juke boxes."

"Their bunks are of silver and they sleep on down mattresses with silk sheets and soft, fluffy blankets. They have cologne showers and are served luscious hamburgers smothered with twenty-dollar gold pieces. Their former bosses, the truck fleet owners, groom their horses and shine their chariots."

I asked to be taken along but a strange voice on the outside of the cab said: "You'll get there soon enough, pal." It was the emissary.

Again I saw my cab door open and close by itself. A voice outside said: "So long."

Somewhat shaky but thrilled, I turned on my cab lights. On the seat beside me lay Buxbaum's watch. The poor guy left it behind after all. I sent it to his widow and last month received a letter of thanks.

Carty, Lawrence C. McNeil, Avery Russell F. DeNamur, George F. M. Potts, Joe L. Richardson and Dunn, Roy McDaniel, Carl Nigh, James A. Vaughn, Lloyd I. Penrose, Carl A. Reed, One year: George A. Campbell, and James Rusk.

Local 369 Signs City Freight Agreement With Welfare Plan

By D. E. MAHONEY

We have signed our city agreement providing uniform working conditions for 400 members in Muncie, Anderson and Marion. City pick-up and delivery truck drivers, dockmen, warehousemen and checkers are affected by the new contract, which provides substantial increase in hourly pay for the first of two years and an automatic increase at the beginning of the second year, July 1, 1951.

The new contract also provides a new employer-paid health and welfare fund for our members, the same as was recently obtained by the Central States Drivers Council for over-the-road drivers.

We have organized the salesdrivers of the Central Dairy in Muncie. These drivers haul in their own supplies of milk from Bluffton and deliver it to customers in Muncie and, incidentally, handle the only Grade A milk to be obtained in Muncie. A contract signed for these drivers gives them a nice increase in their weekly earnings.

Our business representative in Anderson, James Baden, is back on the job after a two weeks' illness. Also in Anderson, Brother Arthur D. Heavilin has returned to work for the Ellis Trucking Co. after being ill two weeks. Another Ellis man in Anderson, Brother Harold Owens, is still convalescing from six weeks of illness.

We are moving headquarters of Local 369 from the Wysox Bldg. to our new quarters, 110 1/2 North Elm St., Muncie. Telephone number remains the same, however. It is 22-229.

Up to Date with Local No. 188

By CLARA WILHELM

The Borden-Furnas Ice Cream Co. contract has been settled, with a substantial increase for all the employees.

It looks like a strike at Schlosser Bros. creamery, for recognition. Remember, Polk's Milk Co. is the only union house-to-house delivery dairy in Indianapolis, except Harry Overtree, who delivers Schaefer Milk and the three Kornbroke boys, Charles, Jack and William, who handle Mutual Milk and deliver on the south side. Watch for their names on the sides of their trucks.

The rest of the milk companies are all non-union. Please do not patronize these non-union companies!

The six weeks' period for payment of strike fund assessments has reached the dead line, as of June 29. If you have not paid yours yet, please do so now to keep yourself in good standing with the Local.

Here is a safety record of which we are proud. The National Biscuit Co. of Indianapolis has gone from 24th to first place, out of the 41 National Biscuit Co. bakeries, scattered throughout the middle west, with an average of 121,000 miles. This is a lot of miles, and that is an excellent record. Congratulations, members at National Biscuit Co.!

We have a new steward at Home Made Pie Co. He is Brother Clifford Hammond, and he is doing a good job. Call on us any time, Cliff. We are here to assist you!

Brother George Wilson, Omar salesdriver on truck No. 18, has a side line. He operates a filling station known as the Meridian Inn, on Road 40, nine miles west of Stilesville. He will be glad to have any of you stop when traveling in that direction.

John Guthrie, one of our brother members at Colonial, lost his father recently. Our sincere sympathy goes to you and your family, Brother Guthrie.

Mrs. Chas. Schuster is recuperating after being confined at Methodist Hospital. Brother Schuster is employed at N.B.C. We hope you are improving rapidly, Mrs. Schuster.

Mrs. Lida Wolsiffer, mother of the Wolsiffer boys at Kraft's South Side Baking Co., underwent a gall stone operation recently at Methodist. A speedy recovery to you, Mrs. Wolsiffer.

One of our charter members, George Daily, an employee of Purity Baking Co. is now at home convalescing from an operation performed lately. We hope you are soon feeling up to par again, Brother Daily.

Mrs. Gladys Fulton, one of our members from Borden's underwent an operation recently. We hope she is recovering and back to work soon.

Our sympathies also to: Brother Floyd Hottle from Purity, confined to St. Vincent's. Mrs. Roy Morrow, whose husband is employed at Grennan and who has been recuperating from an illness at Methodist.

Mrs. Vernon Ward, whose husband, Brother Ward, is employed at Polk's, and who has been confined to General Hospital.

Mrs. Alpha Romine, who underwent a major operation at St. Vincent's this past week. Brother Romine, a Progress employee, has been under the weather some time back, too.

It's the little things that count and that can be proven. It's a boy at the home of Brother Lemuel Vaughn and wife, born at Coleman Hospital. Brother Vaughn is a Colonial bread man.

A boy also at Methodist Hospital, born to Mr. and Mrs. Fred Kirkendoll. Brother Kirkendoll is also a Colonial salesdriver.

As a special Father's Day gift, Mrs. Al Chance presented her husband, Brother Al Chance, with twins, a boy and a girl. Brother Chance is a loader at Munson Lines. Congratulations to you, Mr. and Mrs. Chance, and to the little bambinos.

How would you like to join a golf tournament? Several of our golf-playing members, particularly in the bread, cake and cracker crafts, have expressed an interest in this. If you are interested, contact Brother Charlie Brown, at Capitol 1226.

Brother Paul Elzea, one of our business agents, has been on the sick list with food poisoning. He ate something which happened to be tainted over the holiday, and has been pretty sick. It's unusual to hear of such a rugged character as Brother Elzea being under the weather, and we hope he is up and at them again soon.

TRANSPORTATION EXPERTS VISIT JOINT COUNCIL

(Continued from Page 1)

The commission was sent to this country by the British and American governments to study conditions with a view to promoting better industrial relations between the two nations.

Sponsored by the Economic Cooperation Administration, the commission is known officially as the Freight Handling Team, United Kingdom Specialist Team No. 4. Its reports will be incorporated in a book to be published in England, according to Frank Cousins, a labor member.

Trucking in England, called road haulage there, is systematized somewhat as in America. The principal carriers have their organization, the Road Haulage Association, equivalent to the American Trucking Assns., and the employees have their Transport & General Workers' Union. The association was represented on the Team by Thomas G. Gibb, a divisional traffic officer, and Richard L. H. Farmer, managing director of the Atlas Express Carriers Co., Ltd., London.

The Transport & General Workers Union was represented by Frank Cousins and Thomas W. Condon. Both were made honorary members of Teamsters Local 135 when they visited 28 West North street after the conference.

Similar labor-management and government bureau representation was had on the Team for the British railways. The Docks and Harbours group was represented by Frank J. Dowsett, assistant to the general manager of the Port of London Authority, Leslie G. Taylor of the Docks and Inland Waterways Executive and Mr. Condon for the workers.

The Team arrived in New York, June 3, and was to return home via that city July 13, having visited Boston, Chicago, St. Louis, New Orleans, Washington, D. C., Baltimore and Philadelphia, additional to New York and Indianapolis.

At the International offices Mr. Evans gave the visitors an explanation of the organization and operation of the IBT. The subject was more fully discussed by question and answer at the Antlers luncheon.

The visitors were taken by Joint Council officers on a tour of Indianapolis, to the stock yards, motor speedway, past the Chevrolet Body plant, Allison engine works and other points of interest.

President Watkins of 691 Aids Negotiations, Katz to Hospital

By JAMES K. KATZ

Wayne Watkins, president of Teamsters Local 691, Richmond, has taken a six-months' leave of absence from Hayes Freight Lines to help in organizational work of his union and in negotiating a number of new contracts.

A number of 691 members now are working on the construction of the new Dorn St. bridge, now being built across Whitewater River in Richmond and others are expecting to haul for road construction in Richmond and Wayne County in the near future.

Officers and members of Local 691 wish to express their sympathy to Dale Trester, employee of the National Container Co., Aurora, in the death of his father.

We are going to the Bluffton Hospital shortly for a check-up and possible leg operation. Wish us luck, brothers!

Some of our negotiations that are making Wayne Watkins' "vacation" a 24-hour affair are with:

Kroger and Eavy groceries, Richmond; Rex Manufacturing Co., Porcelaine Steel and American Central Corp., Connersville; International Furniture Co., Rushville, and the Omar Bakeries, Inc., for Richmond and Rushville.

Our Local has signed McNaughton Freightways in Lawrenceburg.

Brother Elmer Gant, employee of the Commercial Motor Freight Co., is recovering from an appendectomy.

Dump truck owners of Richmond have taken first steps toward forming an association, with headquarters in the office of Teamsters Local 691, in the Wessel Bldg. If plans carry the association will systematize dump trucking so that the trucks are dispatched in rotation, according to calls, and under union conditions. Thus unfair competition and double dealing would be eliminated in that phase of Richmond's industry.

Look-See with 233

By ED and ED

The Bessire & Co. contract is settled for another year, with a wage increase for the members. Brother Harry Mabee, an employee of this company, is in St. Vincent's Hospital ill. We hope Brother Mabee a speedy recovery.

The chain grocery agreements are open. These include Kroger, A&P, Kibler and Standard Grocery division of National Tea Co.

Brother Herb Pennington, a driver for Kingan & Co., passed away following a short illness. The officers and members offer their sincere sympathy to Brother Pennington's family. (Details of Brother Pennington's death published elsewhere in this edition.)

The Glidden Co. Contract is now being negotiated.

Trustee Harry Bowers finally came through. Brother Bowers, who is steward at Wachtel & Co., was in the same boat as Eddie Cantor. He had five daughters. He is now chasing Bing Crosby because Saturday, July 8, Mrs. Bowers presented Brother Harry with an eight-pound boy. Brother Harry! We all hope the next four are boys, so you can be on even terms with Bing and Eddie.

The John Wachtel agreement is nearing completion. Although it is past the expiration date, we are still negotiating in good faith.

Ray Farmer, a truck owner who operates produce trucks, is a slight of hand artist with an empty bean hamper. He can make a half dollar drop in the hamper 25 feet away. He proved that to this writer, for a slight fee. That is only temporary because I am working on a few tricks myself.

Remember! No General Meeting in August. September 6 will be the first General Meeting date. But watch your bulletin board for special meetings.

H. W. Pennington Of No. 233 Dies

Funeral services for Herbert Pennington, 31 years old, 429 Parkway avenue, Indianapolis, member of Teamsters Union No. 233, were held in Floral Park Cemetery.

Born at St. Bernice, Vermillion County, Mr. Pennington died Wednesday in his home after an illness of four weeks. A resident of Indianapolis 19 years, he had been employed as a driver for Kingan & Co. 10 years. He was a member of Bethel Baptist Church.

Survivors are the widow, Mrs. Margaret L. Pennington; a son, Herbert Walter Pennington Jr.; two daughters, Misses Sandra Pearl and Alice Ann Pennington, and his mother, Mrs. Louise C. Pennington, all of Indianapolis.

Glen Rabanus Now Grandpop

Now it's Grandfather Rabanus. The business representative in Frankfort, Lafayette and points thereabouts stopped talking contract with Omar Bakery Co. men in Indianapolis, Saturday night, July 8, long enough to spill the news.

His daughter and her husband in Frankfort are the parents of a baby boy.

AFL Convention In Houston, Tex.

The Sixty-ninth Convention of the American Federation of Labor will be held in the Civic Auditorium, Houston, Texas, beginning at 10:00 o'clock Monday morning, Sept. 18, and will continue in session from day to day until the business of the convention is completed.

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Vol. IX No. 10

UNION PRIZE MONEY FOR TEN ROADEO WINNERS

Waldon, Wright and 8 Other Champs Rewarded by Teamsters

John Waldon won the tractor semi-trailer and William K. Wright the straight truck driving contests in the Seventh Annual Indiana truck champion Rodeo at Indiana State Fairgrounds, Indianapolis, June 24-25.

The event marked Waldon's third consecutive victory in the annual contests and gives him permanent possession of a revolving trophy.

Both winners will represent Indiana in the national Rodeo next October in New York City, as guests of the Indiana Motor Truck Assn., sponsor of the local Rodeo.

Both winners are drivers for Foster Freight Lines. Both are members of Teamsters Local 135 and each received, among other prizes \$150 cash from Local 135; \$20 from a fund donated by Joint Council 69 and the Indiana Conference of Teamsters and \$25 from the Princeton Hotel, Indianapolis, patronized by Teamsters.

Ivis Chastain, also of Foster Freight Lines and Richard (Peanuts) Streuse, of Ellis Trucking Co., placed second in the tractor semi-trailer and straight truck contests. Both are Local 135 members.

Other winners in the field of 40 contestants were:

Tractor Semi-Trailer:

Third place—William Grant, Hayes Freight Lines, Evansville, Local 215;

Fourth place—Wayne A. Davis, Midland Truck Lines, Evansville, Local 215;

Fifth place—Francis M. Pryor, Jr., Ellis Trucking Co., Indianapolis, Local 135.

Straight Truck:

Third place—Virgil Ward, Tucker Freight Lines, South Bend, Local 364;

Fourth place—Donald Hawkins, Gerard Motor Express, Evansville, Local 215;

Fifth place—Edward H. Hamilton, Turner Trucking Co., Indianapolis, Local 135.

All eight winners of second, third, fourth and fifth places in the two classifications received \$20 each from the Joint Council-Conference fund, additional to other prizes.

Attendance at this year's Rodeo was larger than the year before, when it was considerable more than in 1948, indicating that the annual truck driving contest is becoming more and more important to the industry and public generally.

Prizes this year also were more abundant than ever before. An indication of what the ten winners got can be gained from a list of gifts for a No. 1 and No. 5 winner. According to "The Fifth Wheel," official IMTA publication:

Johnny Waldon, No. 1 of tractor semi-trailer contest, received: Trophy, IMTA; all-expense-paid trip to New York City to compete in National; permanent possession of revolving trophy offered by Michigan Mutual Liability Insurance Co.; \$20, Indiana State Drivers Council; \$150, Local 135, Teamsters Union; \$100, Ford dealers of Indianapolis District; \$10, O. S. Bruner Agency; \$10 A. E. Bewley Trailer Rentals; \$15, Indiana Wheel & Rim Co.; \$25 Reo Motors, Inc.; \$50, Chevrolet dealers of Indianapolis; \$20, Dodge dealers of Indianapolis; \$20, Studebaker dealers of Indianapolis; \$5, S. E. Props Co., Inc.; \$12.50, State Automobile Insurance Co.; \$10, General Trailer Co.; \$25, Princeton Hotel; \$15 gift certificate, The Trallmobile Co.; case of margarine, Standard Brands, Inc.; set of heavy duty tubes, General Tire Co.; two tires, Capitol City Tire Co.; Remington Shave Master, Capitol Motors; complete set of air horns and tank, Fruehauf Trailer Co.; set of socket wrenches, Bud's Service; No Glare rear view mirror, General Truck Sales, Inc.; gift, Mack Trucks; set of fog lights, The White Motor Co.; sun tachometer, South Side Equipment Co.; set of silverware, Ryan Auto Parts; \$10 coupon book, Texas Co.; polaroid visor, Century Tire Co.; case of Valvoline motor oil, J. H. Corder, Valvoline distributor; \$10 coupon book, Associated Service Co.; two pints Johnson's Car-Nu, Motive Parts Corp.

Edward H. Hamilton, No. 5 of straight truck contest, received: Trophy, IMTA; \$10, Ford dealers of Indianapolis District; \$5, Chevrolet dealers of Indianapolis; \$5, Dodge dealers of Indianapolis; \$5, Studebaker dealers of Indianapolis; \$5, S. E. Props Co., Inc.; \$2.50, Aero Canvas Co.; \$20, Joint Council 69, Teamsters Union; No Glare rear view mirror, General Truck Sales, Inc.; card table, Bud Snyder, Insurance Drive-In Sales; vanity mirror, Pennsylvania Motor Inn; bumper jack, United Motor Service; flex lamp, Motive Parts Corp.; service certificate, B. F. Goodrich Retail Division; pint of Johnson's Car-Nu, Motive Parts Corp.

A number of the contestants had won the right to appear by winning local Rodeos in Fort Wayne, South Bend and Evansville.

Of the 40 contestants, 23 were tractor semi-trailer drivers, 17 straight truck. All had accident-free records for at least one year previous to entering the contest. The 40 drivers were put through a written examination and preliminary driving test on the first day and eliminated down to five winners in each class for the second day's driving around the hurdles.



Clyde Birdsong (left), president of Teamsters Union No. 215, Evansville, and Raymond Friestuhler, business representative of Local 135, Indianapolis, were union members on the committee of judges which picked five finalists from each class of drivers in preliminary contests of the Rodeo.

Nussbaum NOT In Rodeo

(From Lowell Nussbaum's column in "The Indianapolis Star" June 22.)

I see the professional truck drivers of Indiana are going to have their annual "rodeo" Saturday and Sunday at the State Fairgrounds to settle the 1950 state championship. I've got the highest respect for the boys who wheel those big jobs around, particularly those tractor-trailers. Handling them isn't as easy as it seems. A year or two ago I borrowed a small trailer to transport some articles to my home. I got along fine until I had to back to turn around. No matter what I did with the steering wheel, the trailer wouldn't co-operate. It kept trying to run up the side of the car. Finally I gave up in disgust and persuaded a couple of husky men to lift it around while I turned the car. So, when I see one of the professionals wheel those big jobs around like a baby carriage I watch with mingled envy and admiration. Especially when they back them into a narrow space and hit it right on the nose.

THE 40 WHO STARTED

The complete list of contestants follows (* denotes regional winner):

Tractor Semi-Trailer Drivers:

*Amos Wall, Coder Trucking Service, Fort Wayne.
Charles Nichols, Dohr Transfer Co., Indianapolis.
*Philip F. Cobert, E. E. Mills Trucking Co., South Bend.
Marvin L. Bennett, Terminal Transport Co., Indianapolis.
Robert Hober, Fruehauf Driveaway Div., Fort Wayne.
Wayne A. Davis, Midland Truck Lines, Evansville.
Cecil K. Friend, W. D. Kibler Trucking Co., Indianapolis.
Joseph DeBonis, Commercial Motor Freight, Inc., of Indiana, Indianapolis.
Wayne Dobson, Merchants Freight System, Terre Haute.
John Waldon, Foster Freight Lines, Indianapolis.
Ivis Chastain, Foster Freight Lines, Indianapolis.
Cliff Fogleson, Security Cartage Co., Fort Wayne.
Clifford Zerby, O.I.M. Transit Corp., Fort Wayne.
William Strange, Columbia Transportation Service, Indianapolis.
Albert J. Cory, Transamerican Freight Lines, Indianapolis.
Carl R. Swallows, McLain Trucking, Muncie.
Harold Bragg, Sprout & Davis, Indianapolis.
Francis M. Pryor, Jr., Ellis Trucking Co., Indianapolis.
Robert L. Swinehart, Clemens Truck Line, South Bend.
George B. Hamilton, Silver Fleet Motor Express, Indianapolis.
William Grant, Hayes Freight Lines, Evansville.
Paul Ives, Superior Freight Lines, South Bend.
William Bischoff, Courier Express, Logansport.

Straight Truck Drivers:

Everett Cowin, Dohr Transfer Co., Indianapolis.
*Burton W. Fry, International Harvester Co., Fort Wayne.
Edward H. Hamilton, Turner Trucking Co., Indianapolis.
Guy T. Griggs, Midland Truck Lines, Evansville.
*Virgil Ward, Tucker Freight Lines, South Bend.
Roy Martin, Commercial Motor Freight, Inc., of Indiana, Indianapolis.
Gordon W. Bischoff, Security Cartage Co., Fort Wayne.
William K. Wright, Foster Freight Lines, Indianapolis.
Donald Hawkins, Gerard Motor Express, Evansville.
Leonard Minton, Columbia Transportation Service, Indianapolis.
Leroy H. Cory, Transamerican Freight Lines, Indianapolis.
Robert F. Cain, Ellis Trucking Co., Indianapolis.
Richard Strouse, Ellis Trucking Co., Indianapolis.
George E. Pratt, Silver Fleet Motor Express, Indianapolis.
George J. Nicholas, Clemens Truck Line, South Bend.
George E. Pratt, Silver Fleet Motor Express, Indianapolis.
*Joseph Miller, Hayes Freight Lines, Evansville.
Richard C. Funkhouser, Courier Express, Logansport.

The trucking industry today pays more than 30 per cent of all special highway-use taxes, such as gasoline and license fees, but constitutes only 17 per cent of the total number of vehicles on our roads.

The number of Class 1 truck lines—those with gross revenue of \$100,000 or more annually—has increased in one decade from 1,030 in 1938 to 2,500 last year.

MORE 369 NEWS

Muncie Drivers Strike Hudson Service Station

By D. E. MAHONEY

At this writing we are picketing the Hudson Service Station in the 2400 block of Madison St., Muncie, for union recognition. Please DO NOT PATRONIZE until further notice.

BUT—

The Sunny Service Station at 18th and Madison Sts., Muncie, and the In and Out Service Station at Madison and Willard Sts., both owned by C. A. Wagoner, are 100 per cent organized.

We would appreciate patronage of all Teamsters and their friends of these two stations.

*

Brother Carl Elser of Tarbett Trucking is convalescing from an operation in Ball Memorial Hospital.

*

Brother James Batten, of McLain Trucking Co., is also convalescing from an operation in that hospital.

*

Brother Charles Swauter, of United in Muncie, is back to work after an operation in Ball Hospital.

2 Foster Freight Drivers Praised

Two Foster Freight Lines drivers, members of Teamsters Local 135, have been highly commended by the Indiana State Police for their action in removal of a seriously injured person from the wreckage of a burning car. They are Charles Fink and Walter Hayes. Mr. Fink in 1948 was an Indiana Driver-of-the-Month winner for his action in rescuing an Air Force major from a burning car which had skidded on an icy road and overturned.

A report from First Sgt. Erwin J. Rhoda to Capt. Kermit E. Lewis, Commanding Field Operations, related the details of the latest action:

These two men came upon the scene of an accident and noted that Jeanette Schofield, 16, Lafayette, was pinned in the wreckage of a car in which she had been a passenger. Without regard for their own safety, they took the necessary steps to extricate the girl from the wreckage. As a result of their level-headedness and prompt action, she was removed just as the gasoline tank of one of the wrecked vehicles exploded. Mr. Fink suffered very painful burns.

"There is no doubt that the action of these men saved the life of Miss Schofield, because as they carried her away from the car it immediately became a flaming inferno," Sergeant Rhoda reported.

Muncie Driver Hero In Wreck

State Police credit Marshall Stafford a Muncie truck driver with saving two automobile accident victims from a flaming death near Fredericksburg.

Stafford, extinguished fire which threatened two Bedford youths pinned in their wrecked car on Road 150.

Paul Holbert, a driver of the automobile, and Charles Pfeifer, a passenger, were injured seriously.